



## **WESTMINSTER TRAFFIC COMMISSION**

### **Minutes of the Regular Meeting**

### **City Council Chambers**

### **Tuesday - June 29, 2010**

#### **CALL TO ORDER**

A regular meeting of the Westminster Traffic Commission was called to order by Chairman Hamade on Tuesday, June 29, 2010, at 6:00 p.m. at the City Council Chambers, 8200 Westminster Boulevard, Westminster, California.

#### **SALUTE TO FLAG**

Vice Chairman Fisher led the members of the audience in the Salute to the Flag.

#### **ROLL CALL**

Commissioners Present: Hamade, Fisher, Nguyen, Cruz and Robbins.

Commissioners Absent: None.

#### **STAFF PRESENT**

Adolfo Ozaeta, Civil Engineering Associate; Sergeant Nye, Westminster Police Department; Traffic Investigator Brackett and Veronica Johnson, Secretary.

#### **APPROVAL OF MINUTES**

The minutes of the Traffic Commission's regular meeting of April 27, 2010 were approved (5-0).

#### **ITEMS TO BE CONSIDERED**

The first item to be considered at this evening's meeting was T.C. 10-103, Request for timed parking restrictions at 7812 Westminster Blvd.

#### **T.C. 10-103 7812 Westminster**

Mr. Ozaeta explained to the Commission that staff received a verbal request from Ms. Frances Nguyen of Golden Trophy & Awards to install timed parking restrictions in front of her place of business as large vehicles regularly park for lengthy periods of time. She believes that parking restrictions would allow for increased turnover of vehicle parking and increase the sight visibility of her business.

Mr. Ozaeta directed attention to an aerial photograph, Exhibit A, illustrating the existing parking conditions. He briefed the Commission on time limit parking as it is used in the City, County and across the Country. Key criteria to determine when to install time limit parking is whether occupancy of a particular corridor is occupied 75% of the time. In order for parking restrictions to be successful in a business district, it should be implemented along a parking section opposed to one stall. A 72-hour timed parking

restriction would be appropriate for lots that are occupied over 75% of the time for higher turnover. In contradiction, employers must find alternative spaces to park their vehicles for longer periods of time. Staff did not find any parking issues during any of their site visit study periods.

#### **STAFF'S**

#### **RECOMMENDATION**

Staff's recommendation was to deny the request for timed parking restrictions at 7812 Westminster Boulevard as it does not meet the recommended criteria; however, staff recommends considering other methods of enforcement to be used.

Sergeant Nye discussed implementing the Westminster Municipal Code for the purpose of commercial vehicles to load and unload only.

Frances Nguyen, 7812 Westminster Blvd., spoke in favor of a 20 minute green curb parking restriction in 3 spaces in front of her place of business. She explained vehicles occupy her parking spaces to attend the bar next door for extensive hours. She would like to accommodate her business and the surrounding businesses the same opportunity for vehicles to enter and exit a parking space for brief periods of time.

Commissioner Nguyen questioned the size of the truck and Ms. Nguyen explained that they are semi-trucks.

Commissioner Nguyen questioned her reasoning behind coming forth with her concern now and Ms. Nguyen explained that she had been very patient and busy.

Commissioner Robbins explained the Westminster Municipal Code may soon be updated to address the issue.

Sergeant Nye elaborated that curb markings would not need to be painted and parking enforcement would ensure that commercial vehicles are loading and unloading at a particular place of business.

Mr. Ozaeta questioned the difference in commercial vehicle fines and Sergeant Nye stated it varies from \$100.00 to \$500.00 depending on the incident.

Commissioner Robbins inquired if parking spaces were available behind her place of business and Ms. Nguyen explained there were seven spaces available and parking adjacent to the parking lot.

Chairman Hamade requested clarification to Ms. Nguyen's main concern, whether it was the commercial vehicles parking in front of her business or the sight visibility of her building. Ms. Nguyen explained that the visibility of her building is pertinent for customers to come in and do business.

Commissioner Robbins inquired when the Westminster Municipal Code will go before the Council and Sergeant Nye stated July 14, 2010.

**MOTION**

Chairman Hamade moved to bring back the item one month after adoption from the City Council for the Resolution of the new Municipal Code that specifically mentions Commercial Vehicles parked on City Streets.

**VOTE**

The motion carried by a 5-0 vote.

**T.C. 10-104  
Bushard & Madison**

The second item for discussion was T.C. 10-104, Request for Northbound and Southbound left-turn lanes at the Intersection of Bushard Street and Madison Avenue.

Mr. Ozaeta explained that staff had been present at a traffic collision in January of 2010. Staff was notified that an accident occurred at the subject location; therefore, performed field measurements and assessed traffic conditions of the roadway segments.

Mr. Ozaeta displayed Exhibit B to illustrate the subject intersection following Exhibit A to illustrate how the roadway alignment works. The land use primarily consists of residential homes that regularly occupy parking on both sides of the street. Reconfiguring two left-turn pockets and maintaining two lanes in both directions would result in eliminating 28 regularly occupied parking spaces. Currently, left-turn and right-turn lanes are shared in both directions. Exhibit C focused on the corridor, land use designations and on-street parking. Additionally, a bike lane and a no parking segment are adjacent to Murdy Elementary School. The School District and the City of Garden Grove does not support the implementation of left hand pockets. Eventually, they would like to restore parking and believe that the parking issues would migrate into their City. Since 2005, four of the six accidents that have occurred involved vehicles waiting to make left-hand turns and vehicles traveling at unsafe speeds. This study

revealed that the accidents are due to the motorist driving in an unsafe manner rather than the road being designed in an unsafe manner.

#### **STAFF'S**

#### **RECOMMENDATION**

Staff's recommendation was to deny the request for northbound and southbound left-turn lanes at the intersection of Bushard Street and Madison Avenue as parking is a priority in the City, traffic volume does not warrant a left-turn pocket and accident data does not support the request.

Ms. Rodriguez, 9652 Madison Avenue, spoke in favor of left-turn lanes as her daughter was rear ended one and a half years ago. She avoid making left-hand turn maneuvers because many times she will have to accelerate forward to avoid being hit from behind as cars behind her are not paying attention.

Mr. Ozaeta clarified that the City of Westminster and the City of Garden Grove would both need to agree to implement the request and conveyed that six residents on Madison Street had called in favor of left-turn pockets.

Michelle, 9652 Madison Avenue, expressed her concern to the Commission regarding the intersection and explained the details regarding her rear end collision at the subject location.

The Commission questioned Michelle on how fast she thought the cars are traveling and she stated she believed the cars traveled at a high rate of speed.

Frances Nguyen spoke in favor of left-turn lanes because she usually has to completely stop to make her left-turn maneuvers due to the cars driving at high speeds. She also agreed with Mr. Ozaeta's recommendation because when events are held in the vicinity, street parking will be needed.

Commissioner Robbins questioned the apartment's garage capacity and Ms. Nguyen explained that each resident has 2 spaces and additional parking on the side.

Commissioner Robbins' concern was that left turn pockets exist at Washington Avenue and Bushard Street and if the City of Garden Grove was to remove red curb markings to increase parking in the street, the left-turn pockets would also be eliminated; however, the purpose of those parking restrictions are for the school.

Commissioner Cruz questioned the speed limit on Bushard Street and Investigator Brackett answered that it was 40 mph. His primary concern was to manage the speeding as this is the resident's main concern, opposed to the left-turn pocket lanes.

Ms. Rodriguez questioned the reasoning for not posting a 25mph sign in the area; Investigator Brackett explained that it was not a school zone.

Chairman Hamade requested for additional study and solutions.

Mr. Ozaeta informed the Commission that modifications of street markings are justified by volumes and accident data; Madison Street does not meet the criteria. The solution is not to modify the roadway, but rather to enforce the speed control problem. A radar trailer can be positioned in the area to remind the drivers of the speed they are traveling and official speed survey for the roadway can be monitored by officers during peak hours.

Chairman Hamade inquired if traffic could be slowed before entering the intersection. Sergeant Nye explained that he has officers monitoring the area; however, the primary factor of speed does not necessarily mean excessive speeding, the drivers are not paying attention and causing rear end collisions.

Chairman Hamade's concern was the loss of parking.

Mr. Ozaeta clarified that out of the six violations in the past five years, four were rear end collisions and two were left-turn violations. The California and Federal manual require intersections to be flagged if they exceed five accidents in a 12 month period. This location is significantly below the expected accident rate.

**MOTION**

Vice Chairman Fisher moved to approve staff's recommendation, seconded by Commissioner Robbins.

**VOTE**

The motion carried by a 3-1 vote, with Commissioner Nguyen voting No and Chairman Hamade abstaining.

**T.C. 96-100  
Newland & 15<sup>th</sup>**

The third item for discussion was T.C. 96-100, Assessment of Traffic Operations at the Intersection of Newland Street and 15<sup>th</sup> Street.

Mr. Ozaeta explained to the Commission that Councilmember Quach requested that staff perform an assessment of traffic operations at the subject intersection. His concern was the interaction of pedestrians and vehicles due to the recent fatality of a pedestrian on May 21, 2010. Staff works closely with the Police Department and immediately assesses roadways when anything significant occurs.

Staff's assessment study included observing traffic, accurate speed surveys by radar, signage and inventory of all markings. Ozaeta directed attention to Exhibit A, an aerial photo of the intersection, and pointed out all of the surroundings that induce activity and traffic. Vehicles are traveling within their limits, 40 mph on Newland Street and 25mph on 15<sup>th</sup> Street. The City exceeds standards by utilizing three elements for roadway markings which include paint, raised and offset pavement markers.

Staff's accident analysis resulted in five accidents since 2005. The Police Department reported two as vehicle pedestrian collisions and classified them as pedestrian right-of-way violations.

The subject intersection is utilized by vehicles, bicycles, and pedestrians. In the vicinity there is a middle school, grocery store, apartments, college, Courthouse, City Hall, Senior Center, and Police Department. Mr. Ozaeta referred to Exhibit B which included daily vehicle volume of 20,000 on Newland Street, 5,000 on 15<sup>th</sup> Street, and 637 pedestrian crossings during the school peak hour.

Investigator Brackett recounted the pedestrian accident that occurred at the subject location and clarified for the Commission a "jaywalking" violation to clarify jaywalking. An intersection is defined as two streets coming together at a 90 degree angle. In the vehicle code, a person can legally cross at an unmarked intersection. Jaywalking is defined as crossing between two signalized intersections with no side streets in between, for example, All American Way to Newland Street.

Commissioner Cruz questioned if leaving his home and walking across the street to his neighbor's home would be considered jaywalking, Investigator Brackett explained that it is not because it is not between two signalized intersections and it is residential.

Commissioner Nguyen questioned the speed of the driver; Investigator Brackett stated it was 37mph.

Commissioner Cruz questioned if pedestrians have the right of way at all times and Investigator Brackett stated no, in some cases, pedestrians have to yield to oncoming traffic.

Commissioner Nguyen questioned how the area of a school zone is measured; Investigator Brackett explained that the Vehicle Code defines the zones and has requirements for certain distances prior and after a zone during certain periods of times.

Mr. Ozaeta reaffirmed that pedestrian and bicycle traffic on Newland Street is heavy during school peak hours. This location has new drivers that enter this intersection daily; for court, jury duty, etc. Considering there is less than one accident a year, staff's does not believe that the intersection constitutes a hazard to the public at large, the pedestrian behavior has led to the unfortunate accidents.

#### **STAFF'S**

#### **RECOMMENDATION**

Staff's recommendation was to monitor the location for six months and to consider the following options:

Option 1: Monitor the intersection by performing regular site visits for the next 6-months;

Option 2: Improve the pedestrian crossing using any of the following techniques:

Option 2a: Eliminate legal crossings at the intersection of Newland Street by posting "No Ped" signs.

Option 2b: Introduce a crossing guard to enhance crossing during school peak hours.

Option 3: Perform traffic signal warrants analysis and consider feasibility of installing a traffic signal at the subject intersection.

Chairman Hamade favors Option 1 and Option 2b.

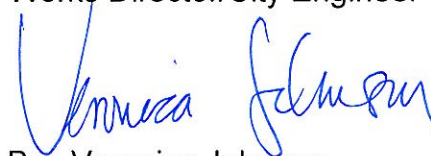
Commissioner Cruz was concerned with the 700 children that attend Sunday school.



<b>MOTION</b>	Chairman Hamade moved to approve Option 1 and Option 2b, seconded by Commissioner Nguyen.
<b>VOTE</b>	The motion carried by a 5-0 vote.
<b>NEW BUSINESS</b>	There were no "New Business" items presented to the Commission at tonight's meeting.
<b>OLD BUSINESS</b>	There were no "Old Business" items presented to the Commission at tonight's meeting.
<b>INFORMATION AND REPORTS</b>	There were no "Information and Reports" items presented to the Commission at tonight's meeting.
<b>ORAL COMMUNICATIONS</b>	There were no "Oral Communications" items presented to the Commission at tonight's meeting.
<b>WRITTEN COMMUNICATIONS</b>	There were no "Written Communications" items presented to the Commission at tonight's meeting.
<b>ITEMS COMMISSIONERS MAY WISH TO DISCUSS</b>	There were no "Items Commissioner may wish to Discuss" items presented to the Commission at tonight's meeting.
<b>ITEMS STAFF MAY WISH TO DISCUSS</b>	Mr. Ozaeta informed the Commission that the next meeting would be light and he would like the Commission to tour the Traffic Management Center.
<b>ADJOURNMENT</b>	There being no further business to come before the Commission at this time, the meeting was adjourned at 7:25 p.m.

Respectfully Submitted,

Marwan Youssef  
Public Works Director/City Engineer



By: Veronica Johnson  
Secretary